

Message Text

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ORIGIN EB-11

INFO OCT-01 ARA-11 EA-11 NEA-10 ADP-00 CG-00 CIAE-00

COME-00 DODE-00 FMC-04 INR-10 NSAE-00 RSC-01 COA-02

L-03 /064 R

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6/14/73 EXT. 20703

APPROVED BY EB/ MA - RICHARD K. BANK

USCG/ GMMT - WACLEARY

ARA - RJSUBER

EA/ IMS - WBGRANT

NEA/ IRN - MAMICHAUD (INFO)

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R 151458 Z JUN 73

FM SECSTATE WASHDC

TO AMEMBASSY JAKARTA

AMEMBASSY KINGSTON

AMEMBASSY GUATEMALA

AMEMBASSY MANAGUA

AMEMBASSY QUITO

AMEMBASSY SANTIAGO

INFO AMEMBASSY BOGOTA

AMEMBASSY CARACAS

AMEMBASSY TEHRAN

AMEMBASSY SANTO DOMINGO

AMEMBASSY TEGUCIGALPA

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E. O. 11652: N/ A

TAGS: ETRN

SUBJECT: INTERNATIONAL CONVENTION ON LOAD LINES, 1966

1. APPROXIMATELY HALF OF THE NATIONS OF THE WORLD HAVE
BECOME PARTIES TO THE INTERGOVERNMENTAL MARITIME CONSULTA-
TIVE ORGANIZATION (IMCO)- SPONSORED INTERNATIONAL CONVENTION
ON LOAD LINES, 1966, WHICH HAS BEEN IN EFFECT SINCE JULY
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1968, AND ARE USING IT IN THEIR REGULATIONS. (1966 LOAD LINE CONVENTION CERTIFICATES ARE NORMALLY ISSUED BY THE VARIOUS RECOGNIZED INTERNATIONAL CLASSIFICATION SOCIETIES).

2. IN ADOPTING THE 1966 CONVENTION, THE US FOUND IT NECESSARY AND PROPER TO RENOUNCE THE 1930 LOAD LINE CONVENTION. (SOME CONTRACTING NATIONS TO THE 1966 CONVENTION, HOWEVER, DID NOT DO SO AND CONTINUE TO RECOGNIZE CERTIFICATES ISSUED UNDER THE 1930 CONVENTION). THE DOMESTIC LOAD LINE LAWS OF THE US REQUIRE LOAD LINES ON ALL VESSELS, 79 FEET OR LONGER, ENTERING THE PORTS OF THE US, INCLUDING THOSE VESSELS FLYING THE FLAGS OF OTHER NATIONS. THESE FACTORS MAKE IT POSSIBLE FOR AN UNCOMFORTABLE SITUATION TO DEVELOP REGARDING THE VISITS TO OUR PORTS OF SHIPS FROM OTHER COUNTRIES WHICH HAVE NOT ACCEDED TO THE NEW CONVENTION.

3. FOR EXAMPLE, WHILE THE USCG DOES NOT BOARD FOREIGN FLAG VESSELS IN OUR WATERS SOLELY TO VERIFY THE AUTHENTICITY OF LOAD LINE CERTIFICATES, DIFFICULTIES, INCLUDING THE LEVYING OF A FINE, CAN RESULT IF VESSEL IRREGULARITIES ARE NOTED AND AN UNACCEPTABLE CERTIFICATE (I. E. A 1930 CERTIFICATE) PRESENTED. IN SUCH INSTANCES US DOMESTIC REGULATIONS ALLOW THE USCG TO AUTHORIZE THE ISSUANCE OF A FORM B CERTIFICATE, WHICH IS ACCEPTABLE IN US WATERS, TO A QUALIFIED VESSEL OF A NON- CONTRACTING NATION. MOREOVER, THERE ARE INSTANCES WHERE SEVERAL INTERNATIONAL CLASSIFICATION SOCIETIES (E. G. AMERICAN BUREAU OF SHIPPING, LLOYD' S REGISTRY OF SHIPPING, ETC.) INADVERTENTLY ISSUED 1966 CERTIFICATES TO NON- CONTRACTING NATIONS (PRECLUDED BY PROVISIONS OF 1966 CONVENTION). THEY HAVE HAD TO BE REVOKED BY THESE CLASSIFICATIONS SOCIETIES AND 1930 AND FORM B CERTIFICATES ISSUED AS APPROPRIATE.

4. THE UNITED STATES CONSIDERS THE NEW CONVENTION SUPERIOR TO THE 1930 CONVENTION FOR THE FOLLOWING REASONS.

A) IT RECOGNIZES THE EXPERIENCE OF SEA- GOING VESSELS SINCE 1930. THE 1930 LOAD LINES WERE BASED UPON TRADITIONAL

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TIONAL DESIGNS OF THE EARLY 1900' S.

B) IT SIMPLIFIES TO SOME EXTENT THE CALCULATIONS NECESSARY FOR ORDINARY LOAD LINES (THE LINES ALONG THE SIDES OF A SHIP MARKING THE LEVEL TO WHICH THE SHIP SINK WHEN LOADED UNDER VARIOUS CONDITIONS).

C) IT RECOGNIZES MODERN HATCH COVER DESIGN.

D) IT DOES NOT HAVE AN ARBITRARY STRENGTH TABLE SUCH AS THAT CONTAINED IN THE 1930 CONVENTION. THIS WAS BASED ON STRENGTH ASSUMPTIONS FROM THE EARLY PART OF THIS CENTURY. ACCORDINGLY, THERE IS FREEDOM IN THE NEW CONVENTION TO RECOGNIZE THE SEVERAL NEW APPROACHES TO SHIP STRUCTURAL DESIGN.

E) THE CONDITIONS OF ASSIGNMENT WHICH ARE EXPECTED OF A VESSEL ARE MODERN AND MORE REALISTIC WITH REGARD TO THE SAFETY OF THE CREW OF THE VESSEL.

5. ADDRESSEE EMBASSIES (HOST GOVERNMENTS ARE NON- SIGNATOR- IES AND HAVE NOT BECOME PARTIES TO THE 1966 CONVENTION), AT THEIR DISCRETION, ARE REQUESTED TO INFORMALLY DISCUSS FOREGOING WITH APPROPRIATE AUTHORITIES AND URGE THAT THE CONVENTION BE REVIEWED AND CONSIDERATION BE

GIVEN TO ACCEDING THERETO BY THEIR GOVERNMENT. EMBASSIES MAY ALSO POINT OUT THAT THE 1966 CONVENTION REPRESENTS A MUCH MORE FLEXIBLE APPROACH TO LOAD LINES, ESPECIALLY FOR A NATION WHICH IS CONTEMPLATING NEW SHIPBUILDING OR SHIP REPAIR FACILITIES. MOREOVER, ACCESSION TO THE CONVENTION WOULD ELIMINATE THE INCONVENIENCES THAT MAY POSSIBLY OCCUR IN US WATERS RESULTING FROM THE USG HAVING RENOUNCED THE 1930 CONVENTION.

5. THIS PROBLEM HAS ALREADY BEEN BROUGHT TO THE ATTENTION OF INFO ADDRESSEES, EXCEPTING SANTO DOMINGO AND TEGUCIGALPA. WE UNDERSTAND DR PLANNING TO ACCEDE AS RESULT OF RECENT INCIDENT IN US WATERS. RE HONDURAS WE ARE INFORMED IT HAS JUST TAKEN POSSESSION OF FIRST VESSEL AND WASHINGTON EMBASSY INFORMING GOH OF PROBLEM. PORTER
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*** Current Handling Restrictions *** n/a

*** Current Classification *** UNCLASSIFIED

Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: n/a
Control Number: n/a
Copy: SINGLE
Draft Date: 15 JUN 1973
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Authority: n/a
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 JAN 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1973STATE116794
Document Source: CORE
Document Unique ID: 00
Drafter: JOHN P. STEINMETZ/ USCG/ GMMT: WACLEARY: S
Enclosure: n/a
Executive Order: n/a
Errors: n/a
Film Number: n/a
From: SECSTATE WASHDC
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1973/newtext/t19730623/aaaajgno.tel
Line Count: 160
Locator: TEXT ON-LINE
Office: ORIGIN EB
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators:
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: n/a
Review Action: RELEASED, APPROVED
Review Authority: willialc
Review Comment: n/a
Review Content Flags:
Review Date: 15 OCT 2001
Review Event:
Review Exemptions: n/a
Review History: RELEASED <15-Oct-2001 by phillir0>; APPROVED <20 FEB 2002 by willialc>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: <DBA CORRECTED> srp 980213
Subject: INTERNATIONAL CONVENTION ON LOAD LINES, 1966
TAGS: ETRN
To: BOGOTA
CARACAS
GUATEMALA
JAKARTA
KINGSTON
MANAGUA
QUITO

SANTIAGO
SANTO DOMINGO
TEHRAN INFO BOGOTA
CARACAS
MULTIPLE
SANTO DOMINGO

Type: TE

Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005